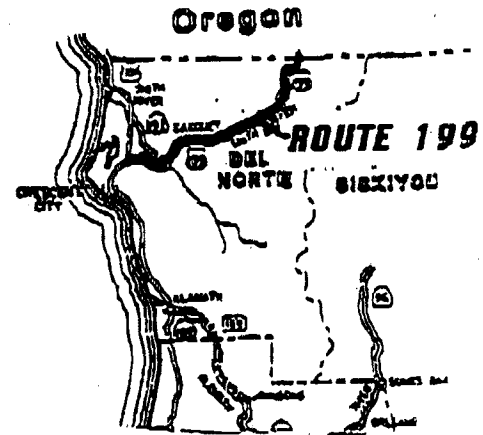


ROUTE 199 RCR

ROUTE CONCEPT REPORT

ROUTE 199 CORRIDOR

01-DN-199-KP T0.8/58.6 (PM T0.5/36.4)



All information in this Route Concept Report is subject to change as conditions change and new information is obtained.

I approve this Route Concept Report to guide today's route development decisions and/or recommendations.

Approval Recommended:

F. A. Wythe

F. A. WYTHE Date
District Division Chief
Project Coordination

Approval Recommended:

Cheryl S. Willis 7/13/99

CHERYL S. WILLIS Date
District Division Chief
Planning

Approved:

Rick Knapp 7/19/99

RICK KNAPP Date
District Director
District 1

JULY 1999

ROUTE 199 RCR**ROUTE CONCEPT REPORT****Statement of Planning Intent**

The Route Concept Report (RCR) is a planning document which describes the Department's basic approach to development of a given transportation route or corridor. Considering reasonable financial constraints and projected travel demand over a 20-year planning period, the RCR defines appropriate transportation facilities for each route or corridor. The objective of the effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP), and for determination of the appropriate concept for future transportation projects.

Route Concept Reports are prepared by District staff in cooperation with local and regional agencies. They will be updated as necessary as conditions change or new information is obtained.

Route Concept Reports are a preliminary planning phase that lead to subsequent programming and the project development process. As such, the specific nature of proposed improvements (e.g., roadway width, number of lanes, access control) may change in the project development stage.

Assumptions

The following assumptions form the basis for the development of Route Concept Reports:

1. The relative importance of State highways in the District is generally based on functional classification. In general, higher priority is given to major improvements on principal arterial routes as compared to minor arterials and collectors.
2. State highways with improvement concepts must have realistic concept levels of service. Concept levels of service are not established on State highways which will only be maintained (since improvements would not be made to address level of service concerns).
3. Level of service calculations are based on the 1994 Highway Capacity Manual.
4. Determinations of future level of service for State highways in District 1 are based in part upon Statewide and Regional forecasts of State highway travel developed by Caltrans.
5. Route concepts are generally uniform for an entire route or corridor, unless there is a major change in function along the route or corridor.
6. Major projects will be developed to meet standards acceptable to the Federal Highway Administration in order to receive Federal funding for projects. Otherwise, a "design exception" will be prepared during the project development process.
7. Safety projects will be pursued on an on-going basis in order to be responsive to safety concerns as they are identified.
8. No planned or programmed improvements were assumed to be complete in analyzing present and future operating conditions. The Route Concept Report details programmed improvements in the 1998 STIP, with all costs in 1998 dollars.
9. An environmental document will not be required for Route Concept Reports. However, individual improvement projects identified in Route Concept Reports will follow the appropriate environmental process as required by law.

ROUTE 199 RCR**ROUTE CONCEPT REPORT****ROUTE 199****01-DN-199-KP T0.8/58.6 (PM T0.5/36.4)****I. ROUTE CONCEPT AND RATIONALE****FACILITY CONCEPT**

THE CONCEPT FOR ROUTE 199 IN DEL NORTE COUNTY IS 2-LANE CONVENTIONAL HIGHWAY WITH INTERMITTENT PASSING LANES.

Route 199 is a major highway serving the Del Norte Coast and Southern Oregon. It is a principal arterial, serving both Interregional and Interstate traffic. It is used primarily for Interstate travel, recreational purposes, and the movement of goods. Route 199 is part of the National Highway System, linking Route 101 north of the City of Crescent City with Route I-5 at the City of Grants Pass in Oregon. It is identified as a high-emphasis route in the Interregional Transportation Strategic Plan.

Route 199 traverses Jedediah Smith Redwoods State Park, part of the Redwood National and State Park system, and much of the Route follows the wild and scenic Smith River. Further, Route 199 is designated as a Forest Service Scenic Byway through the Smith River National Recreational Area (most of the length of this Route). Therefore, route improvement needs must be planned and designed to minimize impacts to the environment and to the visual aspects of the Corridor. This is likely to increase the cost of improvements and may necessitate considering improvements that do not entirely meet current design standards.

LEVEL OF SERVICE CONCEPT

THE SELECTED CONCEPT LEVEL OF SERVICE FOR ROUTE 199 IS "D". If level of service at peak hour falls below this concept level, capacity improvements will be considered.

Level of service may deteriorate below this level within the 20-year period in the segment through Jedediah Smith Redwoods State Park, since no capacity increasing improvements are anticipated in this segment.

* Note: A description of level of service for highway segments is included as "Appendix B".

ROUTE 199 RCR

CONCEPT FOR GOODS MOVEMENT

ROUTE 199 SHOULD BE WIDENED AND REALIGNED AS NECESSARY TO SAFELY ACCOMMODATE LARGE (SURFACE TRANSPORTATION ASSISTANCE ACT OR STAA) TRUCKS.

Route 199 is essential for the interregional movement of goods (primarily forest-related products), and the interstate movement of goods between the States of California and Oregon. There are several locations along Route 199 that are not wide enough to allow the use of STAA trucks. These locations should be widened, except through the Jedediah Smith Redwoods State Park, where Route 197 is a more suitable alternative for large truck traffic, because it may be feasible to improve to STAA standards.

It may not be feasible to widen Route 199 (and Route 197) the full length of the corridor to accommodate STAA trucks, due to environmental or cost constraints. Further, if feasible, widening to accommodate STAA trucks is likely to take over 20 years to accomplish. Therefore, interim operational and safety improvements should be made to better accommodate California legal trucks while future STAA truck improvements are being planned.

CONCEPT FOR REHABILITATION

ROUTE 199 SHOULD BE MAINTAINED AND REHABILITATED AS NECESSARY.

Based on current standards, existing roadway widths on Route 199 should be adequate to allow rehabilitation of most of the Route without widening. As previously noted, widening should be done as necessary to safely accommodate large (STAA) trucks, and consideration should also be given to widening in conjunction with pavement rehabilitation projects where necessary to provide an adequate paved shoulder.

Where current traffic volumes are 3,000 to 6,000 vehicles per day, these standards specify a desirable minimum roadway width of 12 meters (40-feet), but do allow rehabilitation at the present width if the roadway is at least 8.4 meters (28-feet) wide. Most of Route 199 falls within this AADT range and has a minimum width of at least 8.4 meters (28-feet). A design exception may be requested if the roadway does not meet the minimum width requirement, and physical, financial, or environmental considerations preclude widening. However, if feasible, shoulder widening to accommodate STAA trucks and bicycles should be provided.

In the future, traffic volumes on some segments of Route 199 are expected to exceed 6,000 vehicles per day. The minimum roadway width standard is 9.6 meters for volumes in excess of 6,000 vehicles per day. If this standard is not met, the roadway will need to be widened to 12 meters, or a design exception obtained.

ROUTE 199 RCR

SAFETY AND OPERATIONAL IMPROVEMENT CONCEPTS

No segments of Route 199 have accident rates exceeding one and one-half times the Statewide average based on similar facilities. However, accident concerns exist at a number of spot locations, a number of which are located between Patrick Creek and Idlewild (kp R35.6/45.2 or pm R22.1/28.1). Safety improvements have been initiated at a number of locations, and additional **safety improvements will be considered as necessary at spot locations**. Further, operational improvement and new facility projects constructed to modern standards should also help address accident concerns.

Bridge replacement, storm damage and operational improvement projects will also be considered as necessary. These projects, in addition to safety projects, should be constructed to appropriate State and Federal standards.

In the late 1980's, Caltrans barrier striped two-lane highways to comply with Federally mandated standards. This reduced the number of passing opportunities (and the level of service) on most two-lane State highways, including portions of Route 199. The District identified a candidate passing lane project on Route 199 in Del Norte County (DN-199-14.2/16.3 or PM 8.8/10.1), however, there was little support for the project due to its environmental impacts and high cost. We anticipate further investigation of this area and others for relatively low cost passing lanes with minimal environmental impact. Further, we are studying turnouts on Route 199, and will considering initiation of a project for the construction of additional turnouts as warranted and feasible.

ROUTE CONCEPT FUNCTION

This Route Concept should serve as a guide for long range planning of Route Improvements. It recognizes financial considerations and competing priorities both on this Route and other routes in the District. Efforts have been made to consider local and regional concerns regarding development of the Route. Further, the concept has been discussed with Oregon Department of Transportation planning staff, as they are undertaking a similar planning effort for Route 199 in Oregon.

II. CORRIDOR PRESERVATION

It is anticipated that Route 199 will remain a conventional 2-lane highway, with passing lanes. Some right of way will be needed to construct the shoulders and curve realignments necessary to accommodate STAA trucks, however, no substantial long-term right of way needs are anticipated. Much of the existing right of way on this Route does not meet the 40-meter minimum right of way width standard for new 2-lane highways. Further, easements on United States Forest Service and Redwood National and State Parks lands make up a large part of the right of way for this Route.

ROUTE 199 RCR**III. ALTERNATIVE CONCEPTS CONSIDERED**

The June 1998 "Comprehensive Study of Routes 197 and 199" considered four alternative strategies for these Routes, including:

- Maintain and Rehabilitate Only
- Enhance Safety and Operation
- Upgrade Routes 197 and 199 to accommodate long (STAA) trucks
- Intensive improvements to Routes 197 and 199

Based on the Comprehensive Study, the Del Norte Local Transportation Commission and Caltrans management selected the "Upgrade Routes 197 and 199 to accommodate long (STAA) trucks" strategy. Factors considered included the economic impact on Del Norte County, construction costs, financial constraints, and the concern for environmental damage in the wild and scenic Smith River Canyon.

A "C" concept level of service was established for Route 199 in the original (1985) Route Concept Report. The District considered retaining the "C" concept level of service in subsequent Route Concept Report revisions, but decided to reduce it to "D", since all 2-lane segments of the Route are expected to fall below a "C" level over the next 20 years. Level of service reductions are anticipated due to projected increases in traffic volumes. Improvements to maintain level of service are generally not feasible, due to environmental concerns and relatively high improvement costs.

IV. ROUTE ANALYSIS**DESCRIPTION**

Route 199 originates at Route 101 north of Crescent City, and extends north easterly through Jeddiah Smith Redwoods State Park to the Smith River. It follows the sparsely populated Smith River Canyon through the small community of Gasquet, then over Oregon Mountain into southern Oregon. Route 199 in District 1 is approximately 58.2 kilometers (36 miles) in length, and has a post mile description of 01-DN-199-KP T0.8/58.6 or PM T0.05/36.4. It is officially considered a south to north State Highway Route (rather than west to east).

ROUTE PURPOSE

Route 199 provides a connection between the coastal cities of Crescent City, Eureka, Arcata, and Brookings, Oregon, with the south central Oregon Cities of Grants Pass and Medford. Route 199 is functionally classified as a principal arterial, connecting coastal Route 101 near Crescent City with Interstate Route 5 at the City of Grants Pass, Oregon.

ROUTE 199 RCR

Route 199 has significant interregional and interstate importance, and is included in the National Highway System (NHS). It is also included in the Interregional Road System (IRRS) as a high emphasis route. Route 199 is an Important Route for commerce, especially forest products and goods needed by residents in Del Norte County and elsewhere along the northern California and Southern Oregon coast.

Most of Route 199 in California is designated as the Smith River Scenic Byway, a Forest Service Scenic Byway. This Route carries relatively high volumes of recreational traffic, particularly in the summer months. It also provides access to the wild and scenic Smith River, Redwood National and State Parks, and Six Rivers National Forest. Considering the Forest Service Scenic Byway status of Route 199, Caltrans intends to work as partners with the Forest Service to establish "quality" scenic overlooks along the wild and scenic Smith River. We also have a long-range objective of establishing guidelines for maintenance and construction on Route 199 that enhance corridor aesthetics.

ROUTE SEGMENTATION

Route 199 is segmented as follows for System Planning purposes:

**TABLE 1
ROUTE 199 SEGMENTATION**

SEG #	DN-199		DESCRIPTION
	KP	PM	
1	T0.8/29.9	T0.5/13.0	ROUTE 101 TO NEAR GASQUET
2	20.9/31.9	13.0/19.8	NEAR GASQUET TO WEST OF PATRICK CREEK
3	31.9/43.6	19.8/27.1	WEST OF PATRICK CREEK TO NEAR IDLEWILD
4	43.6/58.6	27.1/36.4	NEAR IDLEWILD TO THE CALIF./OREGON BORDER

LAND USE

Route 199 is generally a 2-lane conventional highway, traversing rolling to mountainous terrain. Exceptions include one segment (DN-199-KP20.9/31.9 or PM 13.0/19.8) which is 4-lane conventional highway, and much of the segment near the California/Oregon border (DN-199-KP 45.2/58.6 or PM 28.1/36.4) which is 2-lane expressway, with passing lanes on the uphill grades.

EXISTING FACILITIES

Table II on the following page summarizes existing facility characteristics for the Route 199 corridor in District 1:

ROUTE 199 RCR

**TABLE II
EXISTING FACILITY CHARACTERISTICS
ROUTE 199**

SEG #	DN-199		DESCRIPTION	EXISTING FACILITY
	KP	PM		
1	T0.8/29.9	T0.5/13.0	ROUTE 101 TO NEAR GASQUET	2-C
2	20.9/31.9	13.0/19.8	NEAR GASQUET TO WEST OF PATRICK CREEK	4-C
3	31.9/43.6	19.8/27.1	WEST OF PATRICK CREEK TO NEAR IDLEWILD	2-C
4	43.6/58.6	27.1/36.4	NEAR IDLEWILD TO THE CALIF./OREGON BORDER	2-C/E

F = Freeway**E = Expressway****C = Conventional**

Functional Classification:	Principal Arterial
Freeway and Expressway System:	Yes
Eligible for Scenic Highway Designation:	Yes
Subsystem of Highways for Extra Legal Loads (SHELL)	No
STAA Trucks Allowed:	No
Strategic Highway Network:	No
National Highway System:	Yes
Interregional Road System:	Yes (High emphasis Route)
Public Airports Served:	Ward Field (Gasquet)
Rail Service	None
Intercity Bus Service:	None
Intersecting State Highway Routes:	101, 197
Park and Ride Lots	None

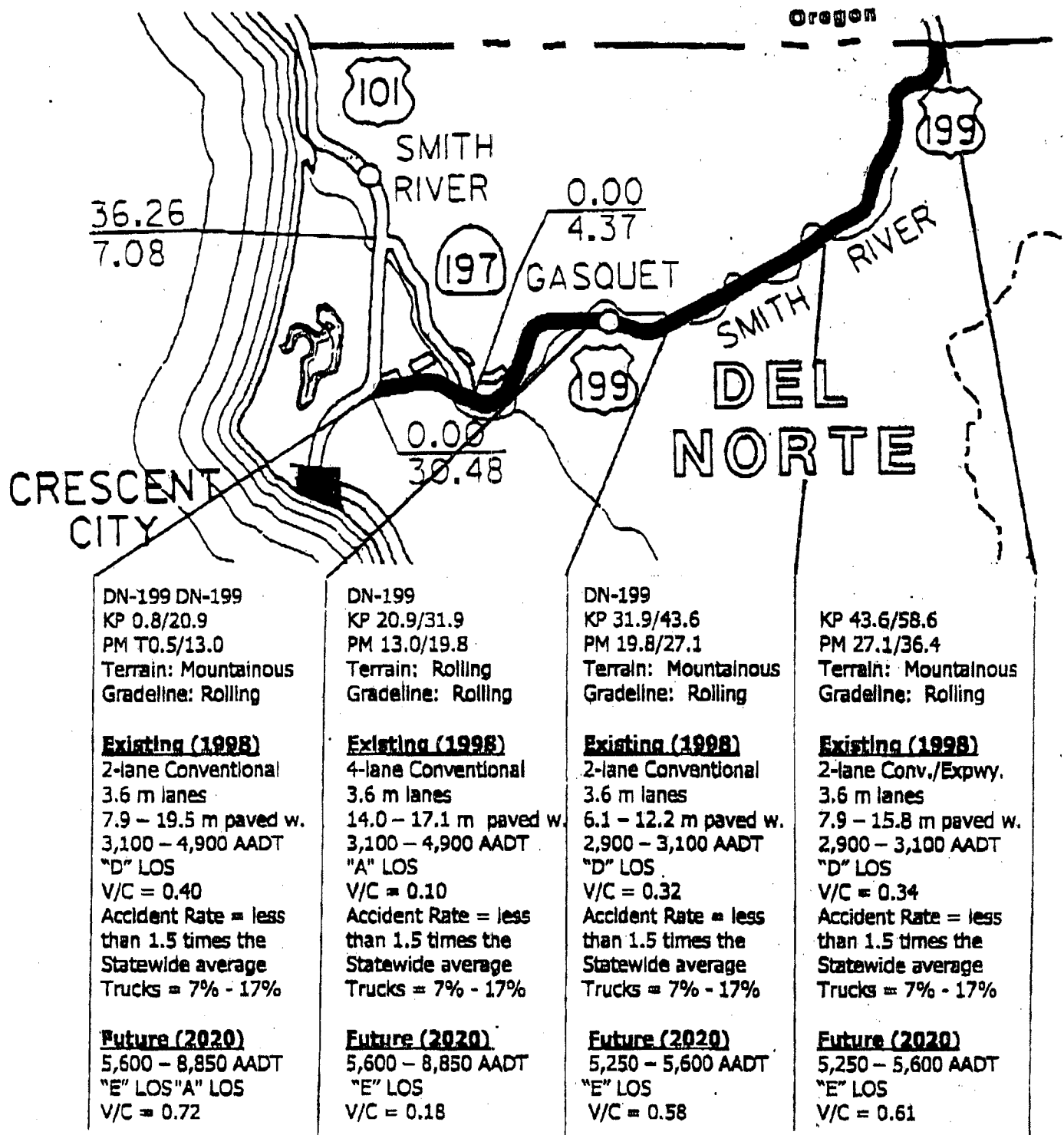
As previously noted, much of the existing right of way does not meet the 40 meter minimum right of way width standard for new 2-lane highways. Easements on National Forest Service and State Parks land make up a large part of the right of way for this Route.

OPERATING CONDITIONS

Present and future operating conditions, including traffic volume ranges, level of service, and volume to capacity ratios for both existing and anticipated future conditions for Route 199 are shown on Map 1 on the following page. Further information regarding specific operating and geometric conditions may be found in Caltrans source documents (e.g., the State Highway Inventory, the State Highway Log, and Traffic Volumes on California State Highways, etc.)

ROUTE 199 RCR

MAP 1
PRESENT AND FUTURE OPERATING CONDITIONS
ROUTE 199

**ROUTE CONCEPT**

- The concept for Route 199 from Route 101 to the California/Oregon State line (Del Norte County) is 2-lane conventional highway with intermittent passing lanes, and a "D" concept level of service.

ROUTE 199 RCR

PROGRAMMED IMPROVEMENTS

No major improvement projects are programmed for Route 199 in the 1998 State Transportation Improvement Program. Two large resurfacing projects are programmed in the 1998 State Highways Operations and Protection Plan, which will essentially result in the resurfacing of the entire Route at a cost of just over \$14 million.

V. ENVIRONMENTAL CONSIDERATIONS

Principal environmental concerns along Route 199 include:

- **Wild and Scenic Rivers:** The majority of Route 199 follows the Smith River, which is designated as a recreational Wild and Scenic River.
- **Salmon and Steelhead Habitat:** The Smith River is critical salmon (including Coho) and steelhead spawning and nursery habitat. Water quality is a major concern.
- **Archeological Sensitivity:** Areas near the communities of Hlouchi (DN-199-KP9.5 or PM 5.9) and Gasquet (DN-199-KP 22.5 or PM 14.0) are known to be archaeologically sensitive.
- **Rare and Endangered Species:** Rare plants may exist near the community of Gasquet.
- **Old Growth Redwoods:** A number of old growth redwood trees exist within Redwood National and State Parks, on the westerly portion of Route 199.

VI. REGIONAL TRANSPORTATION PLANNING

The Del Norte County Local Transportation Commission, in their Regional Transportation Plan, identifies Route 199 (along with Route 101) as a Route they are interested in developing. Further, the Del Norte Local Transportation Commission cooperated with Caltrans District 1 in a "Comprehensive Study of Routes 197 and 199" which was completed in June 1998, and resulted in the selection of an improvement strategy for these Routes. The strategy selected was: "Upgrade Routes 197 and 199 to accommodate Long (STAA) Trucks". Subsequently, joint priorities were established to implement this strategy as follows:

#1 PRIORITY: High priority improvements to address safety and California legal truck operating concerns, including:

- **"The Narrows",** DN-199-PM 22.4/23.2 (KP 36.0/37.3), Widening and/or realignment.
- **Middle Fork of the Smith River Bridge #1-15, and the preceding curve,** DN-199-PM 23.9/24.2 (KP 38.5/38.9): Widening and/or realignment.

ROUTE 199 RCR

- "Washington Hill", DN-199-PM 26.1/26.3 (KP 42.0/42.3) - Widening and/or realignment.
- "Windy Point", DN-199-26.7/26.9 (KP43.0/43.3): Realignment.

#2 PRIORITY: Improvements to address route Reliability, including:

- "Blue Slide", DN-199-PM 23.8 (KP 38.3).
- Slide near Hlouchi, DN-199-PM 6.3 (KP 10.1).

#3 PRIORITY: Improvements to address passing opportunities, including:

- Map and Study Turnouts.
- DN-199-PM 8.8/11.1 (KP 14.2/16.3): Consider reduced scope passing lane.

#4 PRIORITY: Other improvements to address safety and truck operating concerns (includes projects on Route 197):

- Near Idlewild, remainder of the DN-199-PM 26.3/27.4 (KP 42.3/44.1) segment: Widen and/or realign short radius curves.
- DN-197-PM 3.3 to PM 5.00 (KP 5.3/8.1): widening/possible realignment.
- DN-197-PM 5.6 to PM 6.0 (KP 9.0/9.7): Cantilevered Guard Rail.

#5 PRIORITY: Improvements to implement the Forest Service Scenic Byway:

- Work as partners to establish "quality" scenic overlooks.
- Establish guidelines for maintenance and construction on Route 199, to enhance corridor aesthetics.

#6 PRIORITY: Improvements to address STAA truck offtracking (segments not included in the areas prioritized above):

- DN-199-PM 8.2/9.8 (KP 13.2/15.8): Between Hlouchi and Gasquet
- DN-199-PM 20.5/20.9 (KP 33.0/33.6): West of Patrick Creek
- DN-199-PM 25.4/25.6 (KP 40.9/41.2): West of Idlewild

#7 PRIORITY: Shoulder widening at other locations (as necessary)**VII. AREAS OF CONCERN**

The following considers areas of concern on Route 199 based on an analysis of level of service and accident history:

1. A segment is considered to be a "level of service concern" if the concept level of service (LOS) will not be achieved under present or future traffic conditions, or the segment operates at capacity during peak hour.

ROUTE 199 RCR

2. A segment is considered to be a "safety concern" if the total accident rate for a five year period for that segment exceeds one and one-half times the Statewide average for similar facilities.

Based on these criteria, the following segments of Route 199 were considered to have future level of service concerns:

- DN-199-KP T0.8/20.9 or PM T0.5/13.0 (Junction with Route 101 to near Gasquet)
- DN-199-KP 31.9/43.6 or PM 19.8/27.1 (West of Patrick Cr. To near Idlewild)
- DN-199-KP 43.6/58.6 or PM 27.1/36.4 (Near Idlewild to the Oregon State line)

VIII. IMPROVEMENTS NECESSARY TO ACHIEVE THE ROUTE CONCEPT

Improvements necessary to achieve the route concept for Route 199 include:

- Improvements to address safety and California legal truck operating concerns between Patrick Creek (KP R35.6 or PM R22.1) and Idlewild (KP 45.2 or PM 28.1). Interim improvements in this area are expected to cost approximately \$5,000,000. Long term improvements to meet the needs of STAA trucks in this area may cost in excess of \$100,000,000 (if they are considered feasible). Improvements in this area are expected to be candidates for the State Highway Operation and Protection Program (SHOPP), but may also be candidates for Regional or Interregional Improvement Program funds.
- Improvements to address Route reliability at Blue Slide (KP 38.3 or PM 23.8) and near Hlouchi (KP 10.1 or PM 6.3). These Route reliability improvements are expected to cost approximately \$12,000,000. This is likely to be a candidate project for the State Highway Operation and Protection Program.
- Improvements to address passing opportunities, mitigate barrier striping and maintain the concept level of service through the 20-year period. It is anticipated that such improvements will cost an estimated \$3,000,000, and may not be sufficient to maintain concept level of service through the 20-year period. Operational improvements such as turnouts could be funded through the SHOPP, while passing lanes would be candidates for either Regional or Interregional Improvement Program funds.
- Facilitation of improvements to implement the United States Forest Service Scenic Byway (e.g., quality scenic overlooks). No cost estimate has been made for these improvements. The Transportation Enhancement Activities (TEA) program is a possible funding source.

ROUTE 199 RCR

- Widening as necessary to safely accommodate large (Surface Transportation Assistance Act or STAA) Trucks as necessary throughout Route 199. In addition to improvement areas discussed above, it is estimated that improvements identified to accommodate large trucks would cost up to \$10,000,000. Some of these improvements are likely to be funded with SHOPP funds, but Regional and Interregional Improvement Program candidates may also be developed.

The total cost of improvements necessary to achieve the Route Concept on Route 199 may exceed \$130 million. As noted earlier, all improvements to achieve the Route Concept are not likely to be completed within the 20-year period.

Improvement candidate sheets have been developed and are included as "Appendix A" for the three candidate projects on Route 199 listed below. Additional improvement candidate sheets will be developed as project study reports (PSRs) are completed.

- The Narrows (DN-199-KP 14.2/16.3 or PM 22.6/23.6)
- Blue Slide (DN-199-KP 36.4/38.0 or PM 23.6/23.9)
- Hardscrabble Creek Passing Lanes (DN-199-KP 38.0/38.5 or PM 8.8/10.1)

In addition to improvements to achieve the Route Concept, safety and operational improvements to Route 199 will be considered as necessary.

IX. TRANSIT AND HIGH OCCUPANCY VEHICLE (HOV) CONSIDERATIONS

Low population densities make it difficult to provide cost-effective transit services for Route 199. Intercity service between the Cities of Crescent City and Grants Pass has been provided by Greyhound Bus Lines and other transit providers in the past, but has been discontinued.

Due to the rural nature of Route 199, and relatively low peak hour traffic volumes during commute hours, no HOV considerations are necessary.

X. ACCESS MANAGEMENT

Access management involves managing where vehicles are allowed to enter the highway, to improve highway operation and reduce accidents.

ROUTE 199 RCR

While some access openings may have less than desirable sight distance, access management is generally not a concern along most of Route 199. Access controls exist through most of the DN-199-KP 20.9/31.9 or MP 13.0/19.8 segment. Access openings on most other segments have substantially lower traffic volumes (with the possible exception of the area around Jedediah Smith Redwoods State Park campground and the community of Hiouchi). Further, with little change in land use anticipated, access management is not likely to be a future concern.

XI. ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS

New or changed highway routings generally require adopting a new route and rescinding the previously adopted route. The Route may also be relinquished to a city, county or other public entity.

No significant adoptions, rescissions, or relinquishments are anticipated on Route 199 in District 1.

DISTRICT 1 - IMPROVEMENT CANDIDATE

Candidate Project: HARSDCRABBLE CREEK PASSING LANES

LOCATION (CO/RT/PM): From 3.5km (2.2mi) to 1.4km (0.9mi) South of Hardscrabble Creek Bridge, #1-08 (DN-199-8.8/10.1).

SCOPE: Construct Passing Lanes

CATEGORY: IRRS High Emphasis Route

PSR STATUS: PSR Completed 9/4/97

Project Information:

CO/RT/PM: DN-199-8.8/10.1

EA: 29250K

PPNO: 90P12A

Total Cost: Not Available

Component Costs:

Support: Not Available

Right of Way: Not Available

Construction: Not Available

Mitigation: Not Available

Route Characteristics:

AADT

Base Yr. (1997): 4,900

Const Yr. (2005): 6,250

20 Yr (2025): 9,700

Trucks in AADT: 10%

ACCIDENT RATE

Actual: 2.08

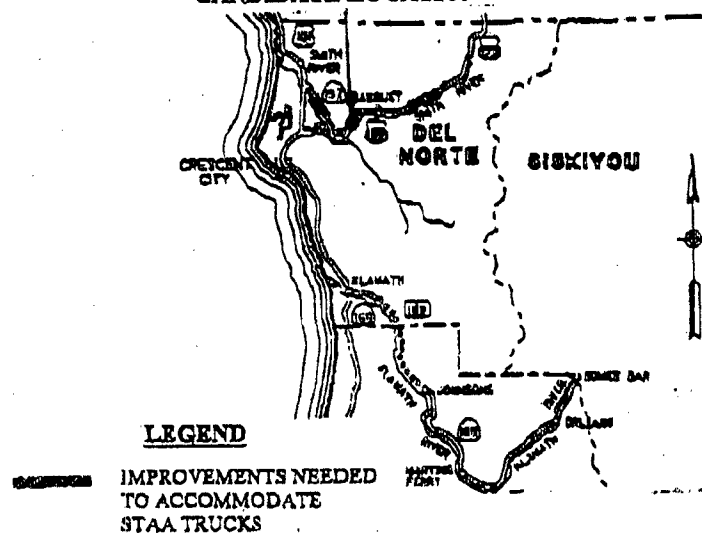
State Wide Avg: 2.57

System Planning:

Facility Concept: 2-C

Concept LOS: "D"

HARSDCRABBLE CREEK PASSING LANES CANDIDATE LOCATION



LEGEND

IMPROVEMENTS NEEDED
TO ACCOMMODATE
STAA TRUCKS

PROJECT NEED AND PURPOSE

The Hardscrabble Creek Passing Lanes would help mitigate the impacts of barrier striping on Route 199, and provide guaranteed passing opportunities. Additional passing lanes are part of the concept for this Route, and are the third priority improvement listed in the "Improvements Needed to Implement the 'Accommodate STAA Truck' Strategy on Route 197 and 199" agreed to by the Del Norte Local Transportation Commission and Caltrans District 1 management.

SUPPLEMENTAL INFORMATION

Due to cost and environmental concerns, the Del Norte Local Transportation Commission and Caltrans management agreed to consider a "reduced scope" alternative at this location. The "build" PSR alternatives all considered realignment and passing lanes in both directions.

Contact Person: System Planning, Guy Luther (707) 445-6407

DISTRICT 1 – IMPROVEMENT CANDIDATE

Candidate Project: THE NARROWS

LOCATION (CO/RTE/PM): From 0.9km (0.5mi) North of Patrick Creek Bridge to 2.3km (1.4mi) South of Little Jones Creek Road (DN-199-22.6/23.6).

SCOPE: Realign and Widen

CATEGORY: IRRS High Emphasis Route

PSR STATUS: PSR Partially Completed

Project Information:

CO/RTT/PM: DN-199-226/23.6

EA: 34550K

PPNO: 90P100M

Total Cost: \$50M (approx.)

Component Costs:

Support: **Not Available**

Right of Way: Not Available.

Construction: Not Available

Mitigation: Not Available

Route Characteristics:

AADT

Base Yr. (1997) : 3,100

Const Yr. (2002): 3,650

20 Yr (2022) : 5,800

Trucks in AADT: 17%

ACCIDENT RATE

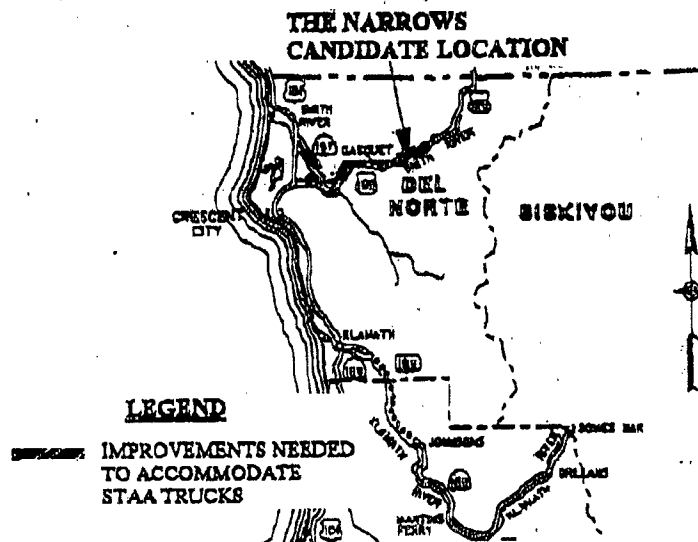
Actual: 2.11

State Wide Avg: 1.83

System Planning:

Facility Concept: 2-C w/ PL

Concept LOS: "D"



PROJECT NEED AND PURPOSE

This portion of Route 199 traverses a narrow canyon with near vertical walls. Lanes are as narrow as 10 feet wide and generally lacks shoulders. Accidents are a concern, many involving trucks or recreational vehicles. The Del Norte Local Transportation Commission and Caltrans management have agreed on a strategy to upgrade Route 199 to accommodate large (STAA) trucks. The "Narrows" is the location most in need of improvement to accommodate truck traffic.

SUPPLEMENTAL INFORMATION

A Project Study Report (PSR) is currently being drafted. Additional environmental and geotechnical work will likely be necessary before an alternative can be selected for programming.

Contact Person: System Planning, Guy Luther (707) 445-6407

DISTRICT 1 - IMPROVEMENT CANDIDATE

Candidate Project:

BLUE SLIDE

LOCATION (CO/RTE/PM): From 0.8km (0.5mi) to 0.16km (0.1mi) South of Middle Fork Smith River Bridge, #1-15 (DN-199-23.7/23.9).

SCOPE: Realign Roadway to Bypass Slide

CATEGORY: IRRS High Emphasis Route

PSR STATUS: PSR Completed 10/29/98

Project Information:

CO/RTE/PM: DN-199-23.7/23.9

EA: 39950K

PPNO:

Total Cost: \$13.509M

Component Costs:

Support: \$2.7M

Right of Way: \$3,000

Construction: \$10.725M

Mitigation: \$81,000

Route Characteristics:

AADT

Base Yr. (1997): 3,100

Const Yr. (2002): 3,650

20 Yr (2022): 5,800

Trucks in AADT: 17%

ACCIDENT RATE

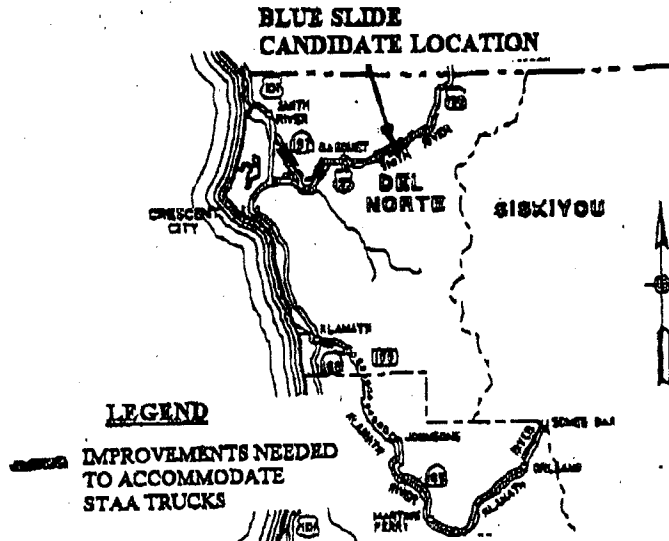
Actual: 0.76

State Wide Avg: 1.83

System Planning:

Facility Concept: 2-C w/ PL

Concept LOS: "D"



PROJECT NEED AND PURPOSE

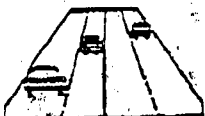
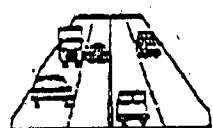
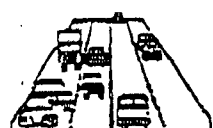



In February 1996, a slide occurred at this location closing Route 199. The Route was reopened approximately one and a half days later but was subsequently closed four more times that year for up to six days at a time. Route 199 was closed again at this location in both 1997 and 1998. Slide activity often limits traffic to one-way in the winter when the highway is not closed.

SUPPLEMENTAL INFORMATION

The PSR proposes to construct a viaduct on an alignment east of the existing highway alignment. The realignment will allow storage area for the slide without impacting State Route 199.

Contact Person: System Planning, Guv Luther (707) 445-6407

APPENDIX B LEVEL OF SERVICE FOR HIGHWAY SEGMENTS

Level of Service	Description of Typical Traffic Conditions	Technical Descriptors	
		Delay	Service Rating
A 	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed, and a high level of comfort and convenience.	None	Excellent
B 	Stable traffic flow - speed becoming slightly restricted. The presence of others in the traffic stream begins to be noticeable. Low restriction on maneuverability.	None	Very Good
C 	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Comfort and convenience decreasing as density increases.	Minimal	Good
D 	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Reduced maneuverability, driver comfort, and convenience.	Minimal	Adequate
E 	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort and convenience.	Significant	Fair
F 	Forced traffic flow. Speed and flow may drop to zero with high densities. Queues tend to form behind such locations since arrival flows exceed traffic discharges.	Considerable	Poor